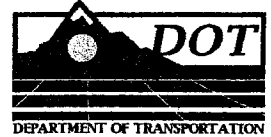


STATE OF COLORADO

DEPARTMENT OF TRANSPORTATION

Environmental Programs, Project Development Branch
4201 East Arkansas Avenue
Denver, Colorado 80222
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RECEIVED

December 11, 2001

DEC 17 2001

Ms. Georgianna Contiguglia
State Historic Preservation Officer
Colorado Historical Society
1300 Broadway
Denver, CO 80203

CHS/OAHP

SUBJECT: Colorado Department of Transportation Project STA 012A-034, Weston – East, State Highway 12, Las Animas County

This letter and the attached report constitute a request for concurrence on our Determinations of Eligibility and Effect for historic properties within the project corridor referenced above, located near the communities of Medina and Velasquez Plazas (also known as Primero) in Las Animas County. The project consists of realignment, widening, replacement of drainage and irrigation structures, relocation of power lines, and resurfacing from milepost 51.66 to milepost 53.73 on State Highway 12. The road will be widened from its current two 11-foot lanes with 1-foot shoulders to two 12-foot lanes with 8-foot shoulders. Federal funds will be used to construct this project.

The following table lists those resources requiring concurrence on Determinations of Eligibility and Effect. These historic properties are recommended as not eligible to the National Register of Historic Places (NRHP) because they have no known historical associations, lack distinctive architecture, and/or their physical or site integrity has been substantially altered. None of these resources are situated within an existing or proposed historic district.

	Site #	Name/Address	Estimated Year Built	CDOT's Determination of Eligibility
1	5LA9864	19810 Hwy 12, Weston, CO	1910	Field Not Eligible
2	5LA9865	19970 Hwy 12, Weston CO	1930	Field Not Eligible
3	5LA9866	19990 HWY 12, Weston, CO	1922	Field Not Eligible
4	5LA9867	20001 Hwy 12, Weston, CO	1890	Field Not Eligible
5	5LA9868	20011 Hwy 12, Weston, CO	1900	Field Not Eligible
6	5LA9869	20021 Hwy 12, Weston, CO	1910	Field Not Eligible
7	5LA9870	20204 Hwy 12, Weston, CO	unknown	Field Not Eligible
8	5LA9872	20861 Hwy 12, Weston, CO	1938	Field Not Eligible

9	5LA9873	20901 Hwy 12, Weston, CO	1940	Field Not Eligible
10	5LA9874	20977 Hwy 12, Weston, CO	1930	Field Not Eligible
11	5LA9875	20199 Hwy 12, Weston, CO	1920	Field Not Eligible
12	5LA9876	20201 Hwy 12, Weston, CO	unknown	Field Not Eligible
13	5LA9877	20350 Hwy 12, Weston, CO CTY. RD. 41.7	1910	Field Not Eligible
14	5LA9891	21200 Hwy 12, Weston, CO	1930	Field Not Eligible
15	5LA9878.1	Martinez and Medina Ditch	decreed 1864	Field Not Eligible
16	5LA9879	Stone arch culvert	unknown	Field Not Eligible
17	5LA9880	Double Concrete Steel Pipe Culvert	Unknown—probably mid-1930s	Field Not Eligible
18	5LA9893	Stone headwall/culvert	Unknown—probably mid-1930s	Field Not Eligible

The following list consists of descriptions of the eligibility determinations for each of the properties listed in the table above. The properties with asterisks (*) represent resources that will be directly impacted by the project. A description of the impacts follows the discussion of eligibility.

5LA9864, 19810 Hwy 12

Assessor's records indicate that the house and other buildings on this property were built around 1930. By this time, the agricultural plaza communities of Medina and Velasquez and the coal mining industry in the region were in decline. This property is not specifically associated with any significant historic events or persons (Criteria A and B) related to the plaza period or the coal-mining period in this region, and does not display distinctive architectural features or construction methods to qualify under Criterion C.

5LA9865, 19970 Hwy 12

Assessor's records indicate that the house was built around 1930, but the current house appears to have been built recently. If it was built in 1930, the house has undergone significant alterations. This property was not found to be associated with any significant historic events or persons (Criteria A and B) related to the plaza period or the coal-mining period in this region, and does not display distinctive architectural features or construction methods to qualify under Criterion C.

5LA9866, 19990 Hwy 12

Assessor's records indicate that this house was built in 1922, at a time when the agricultural plaza communities of Medina and Velasquez were in decline and the coal mining industry in the region was losing momentum. This property is not specifically associated with any significant historic events or persons (Criteria A and B) related to the plaza period or the coal-mining period in this region, and does not display distinctive architectural features or construction methods to qualify under Criterion C.

***5LA9867, 20001 Hwy 12**

Assessor's records indicate that this house and outbuildings were built around 1890, at a time when Medina Plaza was still an active agricultural community. Based on its date of construction and its architectural style, it is unlikely that this property was part of the original plaza community. It does not appear to be associated with any significant patterns, events, or individuals related to the plaza period in this community (Criterion A and B), and it does not display the architectural significance to qualify under Criterion C.

Current plans include the replacement of the existing concrete retaining wall along the south boundary of this property with a new retaining wall that will stand two to three feet north or toward the property. This modification will accommodate the widening of the road in that stretch of the project area. CDOT has determined that these modifications will result in no historic properties affected.

***5LA9868, 20011 Hwy 12**

Assessor's records indicate that this house was built in 1900, during a transitional period when the agricultural plaza community of Medina Plaza was in decline and the coal mining industry was just developing in the region. This property is not specifically associated with any significant historic events or persons (Criteria A and B) related to the plaza period or the coal-mining period in this region, and does not display distinctive architectural features or construction methods to qualify under Criterion C.

Current plans include the replacement of the existing concrete retaining wall along the south boundary of this property with a new retaining wall that will stand two to three feet north or toward the property. This modification will accommodate the widening of the road in that stretch of the project area. CDOT has determined that these modifications will result in no historic properties affected.

***5LA9869, 20021 Hwy 12**

Assessor's records indicate that this house was built around 1910, during a transitional period when the agricultural plaza community of Medina Plaza was in decline and the coal-mining industry was just developing in the region. This property is not specifically associated with any significant historic events or persons (Criteria A and B) related to the plaza period or the coal-mining period in this region, and does not display distinctive architectural features or construction methods to qualify under Criterion C.

Current plans include replacing the existing concrete retaining wall along the south boundary of this property with a new retaining wall that will stand two to three feet north or toward the property. This modification will accommodate the widening of the road in that stretch of the project area. CDOT has determined that these modifications will result in no historic properties affected.

5LA9870, 20204 Hwy 12 and 5LA9876, 20201 Hwy 12

These houses were evidently built sometime in the early 1940s and were reportedly originally located at an unknown location well away from Primero, possibly in Los Alamos, New Mexico (local historian Allen Bachoroski, personal communication to Lisa Schoch 2001). They were moved to their present locations across the street from the Primero Junior/Senior High School in the 1960s and have been used as residences for teachers since then. These properties are not associated with any significant events or people related to the plaza or the coal-mining period in this community (Criteria A and B), and do not display any distinctive architectural features or construction methods to qualify under Criterion C. Because they were moved to their present locations, their integrity and association with the Trinidad World War II camp has been compromised.

5LA9872, 20861 Hwy 12

Assessor's records indicate that this house was built in 1938, during a time when the plaza communities and coal mining industry in this region were in decline. This property is not specifically associated with any significant historic events or persons (Criteria A and B) related to the plaza period or the coal-mining period in this region, and does not display distinctive architectural features or construction methods to qualify under Criterion C.

5LA9873 20901 Hwy 12

Assessor's records indicate that this house was built in 1940 during a time when the plaza communities and coal mining industry in this region were in decline. This property is not specifically associated with any significant historic events or persons (Criteria A and B) related to the plaza period or the coal-mining period in this region, and does not display distinctive architectural features or construction methods to qualify under Criterion C.

5LA9874, 20977 Hwy 12

Assessor's records indicate that this house was built in 1930. By this time, the agricultural plaza communities of Medina and Velasquez and the coal mining industry in the region were in decline. This property is not specifically associated with any significant historic events or persons (Criteria A and B) related to the plaza period or the coal-mining period in this region, and does not display distinctive architectural features or construction methods to qualify under Criterion C.

5LA9875, 20199 Hwy 12

Assessor's records indicate that this house was built in 1920, at a time when the agricultural plaza communities of Medina and Velasquez were in decline and the coal mining industry in the region was beginning to slow down. This property is not specifically associated with any significant historic events or persons (Criteria A and B) related to the plaza period or the coal-mining period in this region, and does not display distinctive architectural features or construction methods to qualify under Criterion C.

5LA9877, 20350 Hwy-12 CR 41.7

Assessor's records indicate that this house was built in 1910. The current owner stated that the house was originally located in the coal mining community of Primero. Primero was one of the company coal mining towns established by the Colorado Fuel and Iron Company in 1901. Sometime before 1942 the house was reportedly moved to its current location. Based on information from the current owner, the house has functioned as single family dwelling since its original construction. This house is not associated with any significant events or people related to the plaza period and its association with the original coal-mining town of Primero has been impacted by its relocation and alterations (Criteria A and B). In addition, the house does not display the distinctive architectural features or construction methods to qualify under Criterion C.

The adobe shed on this property was probably built sometime in the 1920s or 1930s. The current owner at 20350 Hwy 12 said that this shed was standing on the property when she moved here in the early 1940s. The shed features some of the characteristics (e.g., gabled or hipped roofs) of the territorial adobe architecture built throughout the Purgatoire River Valley in the 1920s and 1930s outside the coal mining camps. However, it is not specifically associated any significant events or people related to the plaza period or the coal mining period in the region's history (Criteria A and B). In addition, the shed does not display distinctive architectural features of construction methods to qualify under Criterion C and deterioration has compromised its physical integrity.

***5LA9878, Martinez and Medina Ditch**

The Martinez and Medina Ditch was filed and first put to use in January 1864. The ditch appears to have been used to irrigate farms and later hay fields in the local community of Medina Plaza. Today it is used in part to irrigate the athletic field at the Primero Junior/Senior High School, and its head gate is on the Purgatoire River about 1.8 miles upstream from the school. The ditch terminates about .2 miles east of the school. The feature is about 10-12 inches wide at the bottom of the channel and about 18 inches wide at the top. The segment that was surveyed for this project consists of a 250-foot concrete channel that runs along the south side of State Highway 12 near the Primero Junior/Senior High School.

Although the ditch dates back to the early settlement of Medina Plaza, there is no historical evidence to indicate that it was associated with any significant events or people related to the plaza period or the coal-mining period in the region's history. Thus, it does not qualify for eligibility under Criterion A or B. The ditch also does not exhibit the technological or engineering significance to qualify under Criterion C. Portions of the ditch are earthen or stone, but in some places the channel is concrete, indicating that the original ditch was modified and its physical integrity has been altered.

A deceleration lane is planned at milepost 51.85 near the Primero Junior/Senior High School. This will result in the replacement of the inventoried segment of the Martinez and Medina ditch (5LA9878) with a corrugated steel pipe. The segment of ditch that will be impacted consists of a concrete channel, an as such CDOT has determined that this modification will result in no historic properties affected.

***5LA9879, stone arch culvert**— The original structure appears to have been a small stone arch culvert that was widened sometime in the mid-1930s by the Works Progress Administration (WPA), which completed a variety of road improvements along State Highway 12 at that time. Relative to Criterion A and B, there is no documentation to indicate that this culvert is associated with any significant trends or individuals in the history of the local region and it does not span an important waterway or crossing. The original stone arch structure is largely obscured by the 1930s modifications, and the modifications themselves are in a somewhat deteriorating state on the inlet (north) side of the structure. In addition, although this culvert features a WPA stamp on its guardrail and the representative stone masonry construction associated with the WPA, the significance of the culvert relative to Criterion C is not as strong as other WPA structures in this region, such as the Burro Canyon or Zaracillo Canyon bridges.

This culvert spans an unnamed drainage at milepost 52.3 and will require widening to accommodate the road widening in that area. The new extension will consist of a concrete three-sided culvert with the natural channel bottom serving as the fourth, or bottom side. This culvert will be extended 60 feet north (upstream) of the structure. There will be minor excavation along the jurisdictional channel for the construction of culvert walls and minor rock riprap placed at the upstream ends of the culvert walls to prevent scour. The existing headwall and wingwalls at the outlet end will be retained; however, the new concrete box culvert extension will be attached to the existing wall on the inlet end of the structure. CDOT has determined that these modifications will result in no historic properties affected.

***5LA9880, double concrete steel pipe culvert** — The construction date for this culvert is unknown, although the stone masonry work indicates that it was probably constructed sometime in the mid-1930s by the Works Progress Administration (WPA), which completed a variety of road improvement projects along State Highway 12 at that time. Relative to Criterion A and B, there is no documentation to indicate that this culvert is associated with any significant trends or individuals in the history of the local region, and it does not span an important waterway or crossing. In addition, although this culvert features some of the representative stone masonry construction associated with the WPA, the significance of the culvert relative to Criterion C is not as strong as the known WPA structures in this region, such as the Burro

Canyon or Zaracillo Canyon bridges. In addition, the original headwall appears to have been replaced with the current concrete headwall indicating that its physical integrity has been altered.

Plans for the double concrete pipe culvert will likely include demolition and replacement. CDOT has determined that these modifications will result in no historic properties affected.

***5LA9893, Culvert and stone headwall** — The construction date for this culvert is unknown, although the stone masonry work indicates that it was probably built sometime in the mid-1930s by the Works Progress Administration (WPA), which completed a variety of road improvement projects along State Highway 12 at that time. Relative to Criterion A and B, there is no documentation to indicate that this culvert is associated with any significant trends or individuals in the history of the local region, and it does not span an important waterway or crossing. In addition, although this culvert features some of the representative stone masonry construction associated with the WPA, the significance of the culvert relative to Criterion C is not as strong as the known WPA structures in this region, such as the Burro Canyon or Zaracillo Canyon bridges.

Plans for the metal pipe culvert and stone headwall include the replacement of the 60-inch pre-stressed concrete slab with a 48-inch reinforced concrete pipe. The wingwalls and headwalls on the outlet end will be retained if possible; however, the wingwalls and headwalls on the inlet end have to be replaced because the new culvert extends to the north due to the new roadway alignment and width. CDOT has determined that these modifications will result in no historic properties affected.


5LA9891, 21200 Hwy 12

This house was built around 1930. By this time, the agricultural plaza communities of Medina Plaza and Velasquez Plaza and the coal-mining industry in the region were in decline. Relative to Criteria A and B, this property is not specifically associated with any significant historic events or persons from the plaza or the coal-mining period in this region. In addition, it does not display distinctive architectural features or construction methods to qualify under Criterion C.

We hereby request your concurrence with these Determinations of Eligibility and Effect. Your response is necessary for Federal Highway Administration compliance with Section 106 of the National Historic Preservation Act (as amended) and with the Advisory Council on Historic Preservation regulations.

If you require additional information in order to complete your review, please contact CDOT Staff Historian Lisa Schoch at (303)512-4258.

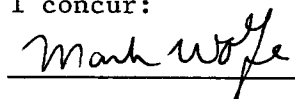
Very truly yours,


for Rebecca D. Vickers
Environmental Programs Manager

Enclosures

cc: Judy DeHaven
Hank Humphreys
Dave Stanifer
File/CF/RF

I concur:


for Georgianna Contiguglia
State Historic Preservation Officer

1/23/02

Date

Historic Resources Survey Report

**Weston East
State Highway 12
CDOT Project STA 012A-034**

Prepared for the
Office of Archaeology and Historic Preservation
Colorado Historical Society

Prepared by
Colorado Department of Transportation
Office of Environmental Services

December 2001

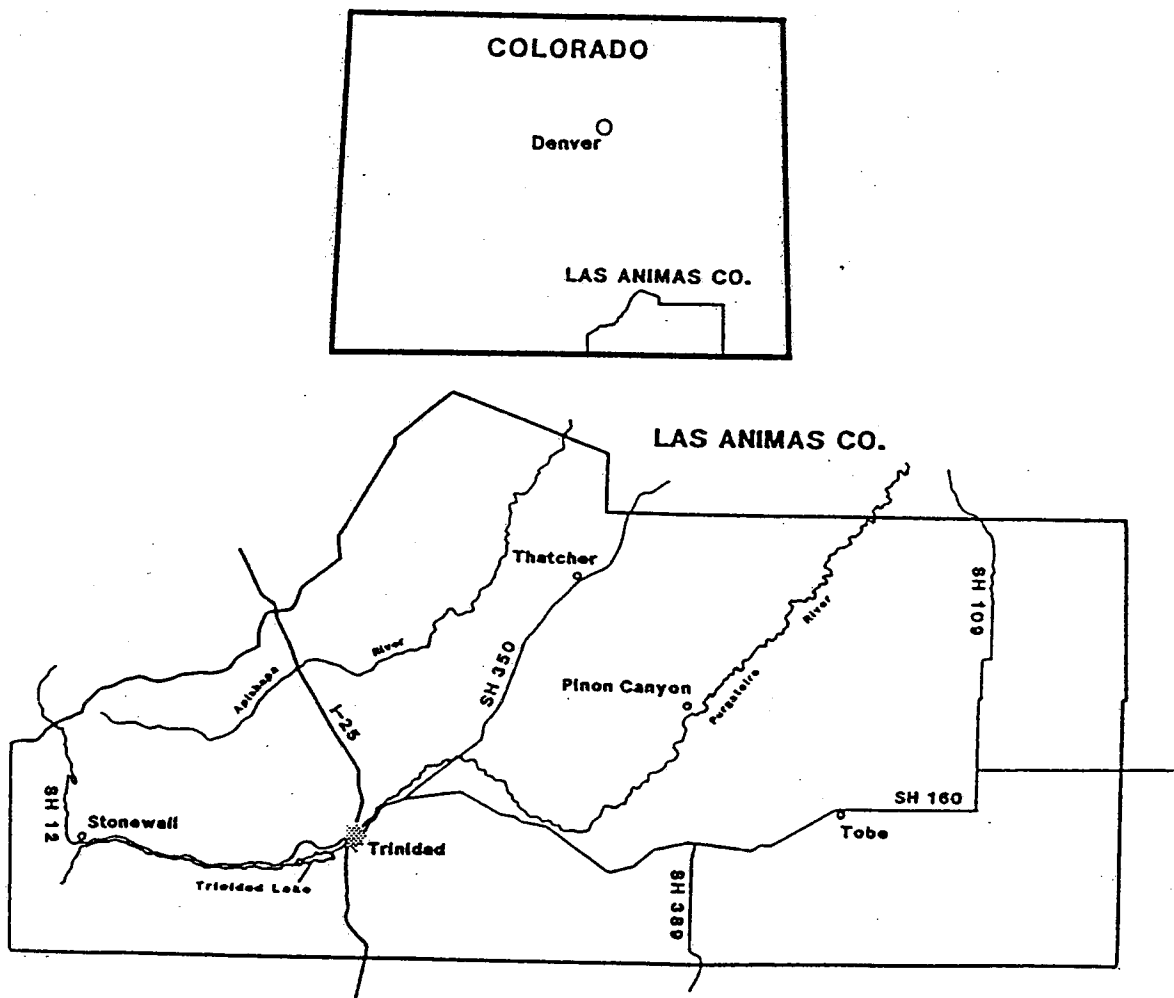


Figure 1. Map showing Las Animas County

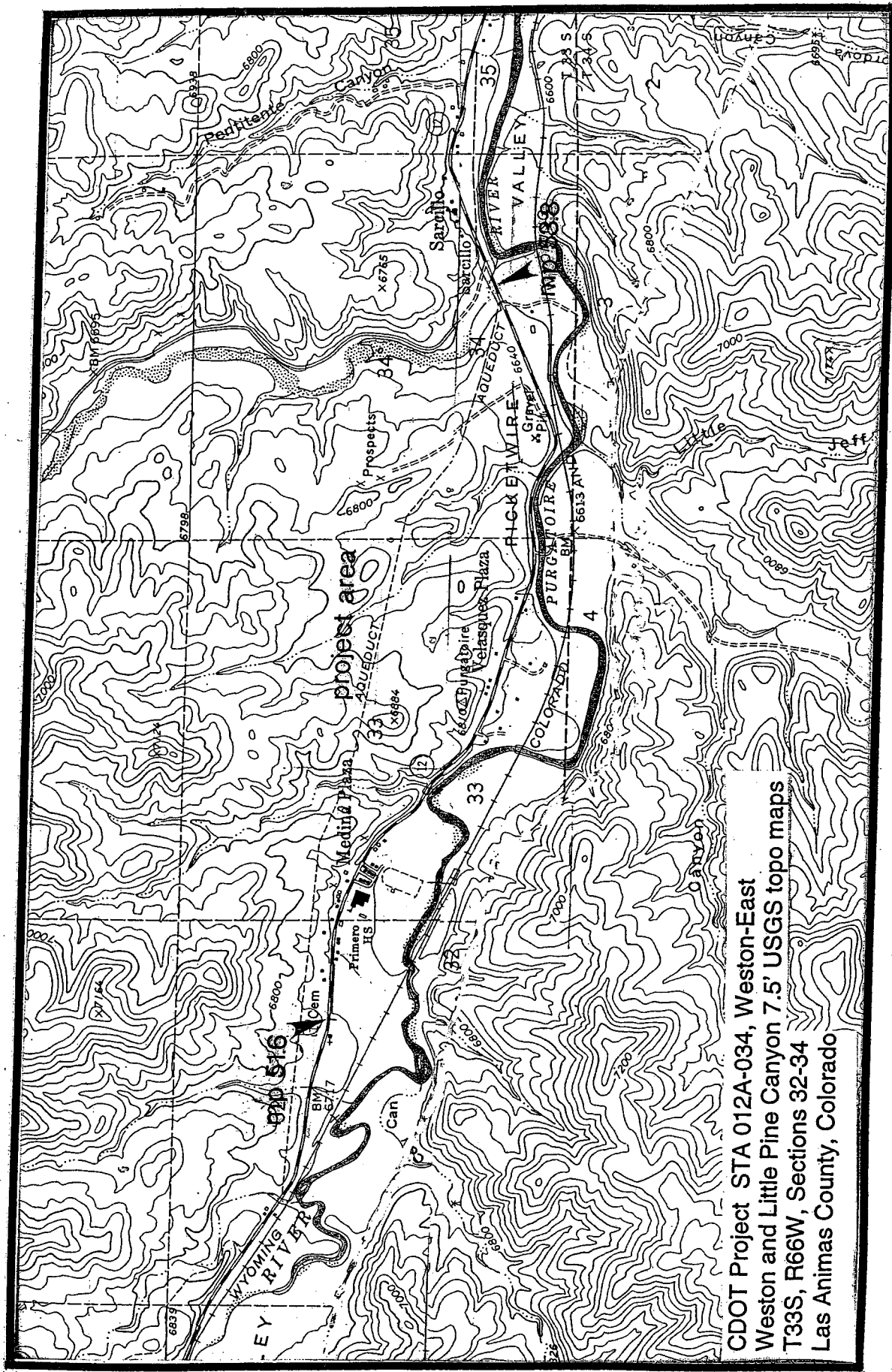


Figure 2. 7.5' USGS topographic map showing project area

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1.0 Introduction

This cultural resources survey was prepared by the Colorado Department of Transportation for the Federal Highway Administration's compliance with Section 106 of the National Historic Preservation Act (as amended) and with the Advisory Council on Historic Preservation's Regulations.

Project STA 012A-034 east of Weston, is a safety project that includes re-alignment, widening, replacement of drainage and irrigation structures, relocation of power lines, and resurfacing from milepost 51.66 to 53.73 on State Highway 12 in Las Animas County. The funding source for this project is federal. The road will be widened from its current two 11-foot lanes with a 1-foot shoulder to two 12-foot lanes with 8-foot shoulders. A deceleration lane is planned at milepost 51.85 near the Primero Junior/Senior High School. This will result in the replacement of a portion of the Martinez and Medina ditch (5LA9878) with a corrugated steel pipe to accommodate the continued water flow. The widening will also affect three highway culverts: a 12-foot stone culvert (5LA5879) at milepost 52.3, a double concrete pipe culvert (5LA9880), and a stone headwall and culvert (5LA9893). In addition, although no houses will be taken as a result of this project, the retaining walls along the south boundaries of three properties (5LA9867, 5LA9869, 5LA9869) will be replaced with new walls that will stand two or three feet closer to the properties.

The purpose of this survey report is to determine National Register of Historic Places eligibility for historical properties within the project area. Lisa Schoch, staff historian, Office of Environmental Services, CDOT, conducted the survey. The work was performed in September and October of 2001. Architectural Inventory Forms were completed for all properties within 30 feet of State Highway 12 along the project area.

1.1 Project Area

The general project area includes approximately 2.1 miles of roadway located in Las Animas County, Colorado in the communities of Medina Plaza and Velasquez Plaza between the towns of Segundo and Weston on State Highway 12. Medina Plaza and Velasquez Plaza are also referred to as "Primero," although the original coal-mining town of Primero is up Smith Canyon. The project limits begin on State Highway 12 about .27 miles west of the Primero Junior Senior high school at milepost 51.66 and end 100 feet west of the Zaracillo Canyon Bridge near milepost 53.73. The project Area of Potential Effects (APE) begins at milepost 51.66 and ends at milepost 53.73. The total APE is an area approximately 2.1 miles (3,332 meters) long and 74 feet (23 meters) wide, or 19 acres.

The legal description of the project survey area is within the 6th Principal Meridian, and the following Township/Range/and Sections:

Township 33 South, Range 66 West, Sections 32, 33, and 34

2.0 Summary of Results and Management Recommendations

The eighteen properties and resources surveyed are recommended as not eligible for the National Register of Historic Places. The Colorado State Historic Preservation Officer (SHPO) will make final determinations of eligibility.

3.0 General Topography, Geology, Flora and Fauna

The Purgatoire River Valley or "Picketwire" Valley is part of the Raton Basin, which encompasses the counties of Las Animas, Huerfano, and Custer in southern Colorado. The Purgatoire River Valley consists of the area along the Purgatoire River from its confluence with the Arkansas River near Las Animas southwest through Trinidad, and west of Trinidad along State Highway 12 to the area between Weston and Stonewall, Colorado.

The geology of the area is characterized by coal-bearing formations. The sedimentary rocks along State Highway 12 in the Raton Basin were formed about 50 million to 80 million years ago during the late Cretaceous and early Tertiary periods. These rocks reveal evidence of low-lying forests and swamps filled with dead organic matter. As the sediments were deposited on these organic layers, the plant matter hardened, became dense, and eventually transformed to coal. The main formations in the Raton Basin – the Vermejo and the Raton – contain extensive sections of coal.

A mountain riparian ecosystem bounds the Purgatoire River. A variety of trees and shrubs, including narrow-leaved cottonwood, box-elder, blue spruce, ponderosa pine, Gambel oak, pinion and juniper trees, scrub oak, and willow trees are found in the region.

3.1 Hydrology

The main river in this area is the Purgatoire River—"El Rio de las Animas Perdidas en Purgatorio" (The River of Souls Lost in Purgatory), which is one of the main tributaries of the Arkansas River. The river has also been referred to as "Purgatoire," and the anglo-influenced mispronunciation, "Picketwire." The headwaters of the Purgatoire River begin on the eastern slope of the Culebra Range in the Sangre de Cristo Mountains of south-central Colorado. From there the river flows southeastwardly and converges to form the North Fork in an area approximately nine miles west of North Lake. The river's north and middle forks converge west of Trinidad at Vigil. The south fork joins the Purgatoire mainstem at Weston and flows in an eastern direction toward Trinidad. From Trinidad the Purgatoire River flows in a general northeasterly direction approximately 100 miles to its confluence with the Arkansas River near Las Animas.

3.2 Historical Overview

The project area is located in Las Animas County, which was created by legislative act in 1866. Prior to the creation of Las Animas County, its territory was part of Huerfano

County, one of Colorado's original counties. Presently, Las Animas County consists of 4,794 square miles and is the largest of Colorado's sixty-three counties. The name Las Animas was taken from the main river in the county (El Rio de las Animas Perdidas en Purgatorio), which was discovered by early Spanish explorers. The county seat, Trinidad, has a population of about 10,000 and is located approximately 17 miles east of the project area. The county's overall landscape and climate vary greatly. The western boundary includes a portion of the Rocky Mountain range while the southern boundary encompasses the summit of the Raton Mountains. The western quarter of the county is mountainous and features valleys and mountain parks. The eastern three quarters of the county consists of mesas that extend from the mountains to the plains.

3.3 Native American Cultures

Before there was a Spanish presence along the Purgatoire River Valley, a variety of Native American tribes inhabited the area. The Mohuache Ute and Jicarillo Apache lived in the foothills and mountains, while the Comanche and Kiowa were active along the upper Purgatoire River. The Cheyenne and Arapahoe made their homes in the plains east of what is now Trinidad and Walsenburg.

3.4 Spanish Presence in Southern Colorado

Early Spanish activity in the Purgatoire River Valley began in 1594 when Spanish conquistadors Francisco Bonilla and Juan Hermana left Mexico City in search of gold. As the two leaders neared what is now Colorado, they feuded and Hermana, who became the primary leader of the expedition, killed Bonilla. Claiming that he could not support a murderer, the party's priest abandoned the group and turned back. Hermana and his men pressed onward, but were never seen alive again. Years later, another Spanish expedition found what was thought to be the remains of Hermana and his men along a stream they referred to as El Rio de Las Animas Perdidas en Purgatorio, or the "river of the souls lost in Purgatory." The river's name referenced the belief that Hermana's men did not receive last rites prior to dying and were therefore wandering forever in Purgatory.

From 1664 to 1822, the Spanish were the main European presence in the southern frontier of Colorado. Although the Spanish never established any permanent settlements during this period, they explored, attempted settlements, and engaged in skirmishes with different Native American tribes. The Purgatoire River Valley was not the specific setting for any documented activities, but the Spanish asserted themselves in different regions of southern Colorado during this period. As early as 1664, an expedition led by Juan de Archuleta was sent to retrieve a group of Picuris Pueblo Indians who fled from New Mexico to the Arkansas Valley near present-day La Junta. In 1694, an expedition led by Don Diego de Vargas in the southern portion of the present San Luis Valley resulted in a skirmish with the Ute Indians. Juan de Ulibarri led a party north to Jimmy Camp in the Arkansas Valley to retrieve Pueblo Indians in 1706.

Through the 1700s, the Spanish struggled to maintain control over their territory in southern Colorado. Beginning in the 1700s, they led several parties to the Arkansas

Valley and South Platte to investigate reports that the French had violated Spanish land claims to trade guns and other goods with the tribes of the region. French trade in the region ended in 1763 with the close of the French and Indian War and a treaty that ceded all French claims west of the Mississippi to the Spanish. Up to the early 1800s, the Spanish conducted a few expeditions in the region around the San Luis Valley and the Arkansas River Valley. In 1805 Pedro Vial engaged in a fight with Native tribes near the mouth of the Purgatory River.

In 1800, Spain ceded the Louisiana Territory to France, who in 1803 sold it to the United States. At that time the boundaries were unclear, so the Spanish and the United States frequently struggled over trespass issues. In response to the American territorial threat, the Spanish established a post near Sangre de Cristo Pass. In 1806, Zebulon Pike led an expedition into the southern part of the Louisiana Territory. He ventured up the Arkansas River to the Rocky Mountains and was later arrested in the San Luis Valley near what is today Conejos. Conflicts over the Louisiana Territory ended with the Adams-Onís Treaty of 1819, which established the Arkansas River as the border between Spain and the United States.

A few years later in 1821, Mexico achieved independence from Spain. One of the earliest statutes invoked by the Mexican government involved the right of territorial governors to make land grants to loyal subjects between Taos, New Mexico and the Arkansas River. Six of these grants extended into what is now Colorado. The largest was the Vigil and St. Vrain, which encompassed more than four million acres. In 1843, Cornelio Vigil and Ceran St. Vrain petitioned Governor Armijo for land that included the Greenhorn, St. Charles, Apishapa, Huerfano, Cuchara, and Purgatoire river valleys. The land was granted for settlement in 1844. The Beaubien and Miranda Grant, later known as the Maxwell Grant, was given to Guadalupe Miranda and Carlos Beaubien in January 1848 and was accepted by the U.S. government in 1860. By the end of the Mexican Revolution in 1848, these regions became part of the United States.

3.4 Development of Trinidad and Plaza Communities

The history of the communities along State Highway 12 west of Trinidad originated with the development of Trinidad itself. The region that would become Trinidad began as a stop along the mountain segment of the Santa Fe Trail, which was originally traveled by William Becknell in 1821. Trappers, traders, and pioneers along the Santa Fe Trail found the Purgatoire River and nearby Fisher's Peak to be the south ideal for water, shade, and hunting purposes. It would only be a matter of time before other settlers recognized the region's potential as a location for permanent settlement.

The portion of the Purgatoire River Valley located west of Trinidad was originally settled sometime in the early 1860s. At that time Don Felipe Baca, on a trip from Mora, New Mexico to the gold fields of Denver, camped at what is now Trinidad and noted the area's agricultural potential. The following spring, Baca returned to clear and farm the land in that area, and by the fall he brought a variety of his produce back to his former neighbors in Mora, New Mexico. Baca's farming success inspired a group of twelve families in

Mora to migrate to the Trinidad area. The families loaded twenty wagons, journeyed north of the mountains, and arrived in March of 1862. Other families followed and soon thereafter, small villages known as "plazas" developed along a 35-mile stretch of the valley west of Trinidad. Among the plazas established at this time were Los Baros (now Segundo), Medina, Velasquez, and La Junta (now Weston).

As the settlements along the Purgatoire River grew, plazas were constructed for security purposes. Plazas consisted of mostly flat-roofed adobe buildings connected to form a rectangle or an L-shape. The addition of other structures such as barns and corrals enclosed the compounds. The doors and windows of the buildings faced toward the enclosed compound or "patio" for added protection against attacks from Native American tribes. Typically, each plaza was the home of an extended family; as the family grew, additional rooms were added to the plaza. Larger plazas may have been home to several different families. Eventually, other buildings, such as schools and churches, were built nearby. The primary architectural style was adobe.

The Los Baros plaza, now known as Segundo, was one of the original towns established by settlers who came north with Don Felipe Baca in the early 1860s. The Cordova family established Cordova Plaza, located west of Medina Plaza. Weston, originally known as Los Sisneros, was named for rancher Juan Sisneros in the 1880s. The town expanded when it became the supply base for the Rocky Mountain Timber Company and in 1892 it was renamed Weston for local blacksmith and postmaster Bert Weston. Little is known of the early development of Medina Plaza or nearby Velasquez Plaza, except that farmers who raised sheep or cattle in the valley probably settled both communities.

The plazas were most prosperous in the 1870s and 1880s, when agricultural production in the Purgatoire River Valley was at its height. The advent of the coal mining industry in the region in 1900 marked the gradual decline of these communities. Today, there is very little architectural evidence of the plaza period in the communities of Medina and Velasquez Plazas. Most of the existing buildings in the communities were established after the settlement period of the plaza communities. Only the Our Lady of Guadalupe Chapel, built around 1870, and the cemetery are evidence of the development of early Medina Plaza.

3.5 Coal Mining

From their modest beginnings as a series of farming communities, the plazas along the Purgatoire River Valley west of Trinidad became the setting for the coal industry. Coal deposits in southern Colorado, specifically around Trinidad and other parts of the Raton Basin, were plentiful in the 19th century. As early as 1861, the U.S. Army used coal from southern Colorado to fuel its installation at Fort Union in New Mexico. By the time the railroad reached the Colorado territory in the 1870s, coal was in high demand. In the 1880s this demand translated into the establishment of smelters and steel mills in Pueblo and Denver. The Colorado Coal and Iron Company opened in Pueblo in 1881 and by 1892 it had merged with the Colorado Fuel Company to become the Colorado Fuel and Iron Company.

The Colorado Fuel and Iron Company established coalmines along the Purgatoire River Valley in 1900. In 1901, the company built the Colorado and Wyoming Railroad to connect Trinidad with the mines of the valley. The company also built a number of company towns for their workers. Camps up the Purgatoire River Valley were named in the order in which they were built – Primero, Segundo, Tercio, Cuatro, and Cuinto. Each of these camps was populated with between 50 and 100 laborers and consisted of houses, stores, and schools, all of which were owned by the company.

The development of the coal mining industry and the construction of the railroad had a largely negative impact on the plaza communities, both environmentally and socially. Timber from the valley and prime farmland along the river was used to complete the railroad and mine structures. In the process, much of the natural vegetation in the plaza communities was destroyed and trash and other waste from the mining communities were dumped into the river and on nearby agricultural lands. Plazas were soon abandoned as residents left the communities to work in the mines. By 1933, the land in that area was much less fertile than it had been in the 1890s.

The Colorado Fuel and Iron Company was one of the largest industries in the Rocky Mountains between 1900 and 1930, and played a significant role in the development of this region of Colorado. By 1920, however, competition from the growing natural gas and fuel oil market contributed to the decline of the coal mining industry in the region. And, by 1930, the Colorado Fuel and Iron Company had closed thirteen of its mines. With the advent of the Great Depression, the coal mining industry in the Trinidad area and in the communities west of Trinidad suffered. New Deal legislation provided some relief, but the demand for coal would not resurface until the beginning of World War II.

3.6 The Great Depression and the WPA

In July 1935, President Franklin D. Roosevelt instituted a program of public works known as the Works Progress Administration (WPA), which provided employment to workers economically impacted by the Great Depression. Between 1935 and 1942, the WPA completed an impressive number of public works projects across Colorado. Over 9,000 miles of highways, streets, and roads were repaired; 21,000 culverts, 3,300 bridges and viaducts were constructed; and over 1,888 public buildings, schools, and other facilities were built. The WPA also completed a variety of other projects including flood control, water and forest conservation, and airport improvements. For women, the WPA created training and other programs that included sewing, weaving, canning, and teaching, and library work. The arts and literature were also encompassed in WPA programs. The Federal Writers Project, the Federal Theater Project, and the Federal Music Project provided employment opportunities for unemployed artists and writers.

In the mid-1930s, the Las Animas County branch of the WPA completed major improvements along State Highway 12 up the Purgatoire River Valley, which included road grading, surfacing, and bridge reconstruction. Several bridges were constructed as part of this project; in 1936, the Zaracillo Canyon Bridge and a mulitplate arch bridge at

Burro Canyon were constructed. A railroad overpass at Reilly Canyon was built in 1937. WPA workers quarried the stone for these projects in nearby Jansen. The three culverts surveyed as part of this report were probably either constructed or modified by the WPA in conjunction with this improvement project as well. In late 1937, 1,253 men and 155 women were employed by the WPA in Trinidad, which received one of the highest allocations of WPA relief work in the state.

3.7 State Highway 12 and the Scenic Highway of Legends

The segment of the road along the project area was referenced as State Highway 12 on state highway maps dated 1926, 1927, 1929, and 1938. During that period, State Highway 12 was not on the federal aid system and only extended from Trinidad west to Stonewall. From Stonewall to La Veta, the highway was designated as State Highway 111, and from La Veta to Walsenburg the route was designated State Highway 10. At this time, only State Highway 10 was part of the federal aid system, which was approved by the Secretary of Agriculture in 1922. State highway maps indicate that the entire loop from Trinidad to Walsenburg was designated as State Highway 12 around 1968. For the last 14 miles of this loop, State Highway 12 joins U.S. 160 into Walsenburg.

In 1987, State Highway 12 was designated a Colorado State Byway and in 1990 it became a U.S. National Forest Byway. The highway's designation as a Byway was based on its scenic beauty and various historical events and legends associated with the highway corridor. Among these legends are stories of early Spanish explorers, prehistoric creatures, the coal-mining industry, and Native American cultures.

Today, the plaza and coal-mining past along this highway evident in a handful of abandoned churches, buildings, cemeteries, and ruins along the highway. The current communities of Medina Plaza and Velasquez Plaza (a.k.a "Primero") consist of private residences and the Primero Junior/Senior High School.

4.0 Research Design

The scope of work will include an intensive architectural survey of buildings 50 years or older within the Area of Potential Effects (APE) to determine whether any properties are eligible for the National Register of Historic Places. The APE includes those buildings and structures between mileposts 51.66 and 53.73 that are directly adjacent to and accessed from State Highway 12.

Based on initial research, the project area was expected to display evidence of Spanish exploration and settlement, agriculture, the coal mining industry, and the influence of the New Deal's Works Progress Administration. There are no current historic contexts for the project area, although the RP3 context series, specifically the Southern Frontier (Spanish Dominance, Mexican Land Grants and Hispanic Settlement, Coal Mining and Steel Industry, The Dust Bowl and Great Depression) address these topics and provide a general overview.

Historic research will be conducted at the Las Animas County Assessor's Office, the Trinidad Museum, the Carnegie Library in Trinidad, Colorado, the Western History Collection at the Denver Public Library, the Stephen Hart Library at the Colorado Historical Society, and the Water Engineer's Office in Denver, Colorado. A file search will be conducted at the Office of Archaeology and Historic Preservation to determine if any of the resources in the project area were found eligible for listing in the National Register of Historic Places (NRHP).

5.0 Methodology

A file search was conducted at the Colorado Historical Society Office of Archaeology and Historic Preservation in August 2001. That file search identified 33 sites and 7 surveys in the legal description of the area. One previously recorded resource --Our Lady of Guadalupe Chapel (5LA1966) -- is located near but not within the project area. Sally Pearce of the Colorado Department of Highways recorded it in 1988 as a part of "A Cultural Resource Study of State Highway 12". This survey was conducted jointly between the Colorado Department of Highways, Colorado Historical Society, and the Mined Land Reclamation Division to identify resources along State Highway 12 from Trinidad to Walsenberg. Inventory forms for twenty-seven resources along State Highway 12 were completed as part of this survey as well. None of these resources are located in the project area. The inventory form for the chapel is included with this report.

The Zaracillo Canyon bridge is also located near, but not in the project area. It is about 100 feet east of the end of the project area on State Highway 12. It was surveyed as part of the 2000 Historic Bridge Inventory conducted by Fraserdesign for CDOT and was found eligible to the National Register of Historic Places. The inventory form for this bridge is included with this report.

Research materials for the survey were obtained at the Carnegie Branch Library in Trinidad, the Las Animas County Assessor's Office, the Western History Collection at the Denver Public Library, the Stephen Hart Library at the Colorado Historical Society, and the Water Engineer's Office in Denver, Colorado. Several county and regional histories provided information about the project area. Histories on the contribution of the Hispanic culture to Colorado and the impact of the Great Depression in Colorado as well as several books regarding the coal mining industry and the Colorado Fuel and Iron Company were also consulted. These references are listed in the bibliography at the end of this report.

In addition, property assessment records from the Las Animas County Assessor's Office provided estimated dates of construction and information about property owners and alterations to buildings. Records from CDOT's Staff Bridge were consulted to approximate construction dates for the three culverts surveyed for this project. The National Archives was contacted regarding a date of construction for the stone arch culvert (5LA9879) surveyed for this report. The National Archives representative found some information about county road improvements and culvert building along State Highway 12, but was not able to locate specific information about the culverts along the

project area. Numerous oral interviews with property owners, local historians, the Water Commissioner for Division 2, Water District 19, as well as a CDOT maintenance crewman for State Highway 12 were conducted in an attempt to locate information about the buildings and structures in the project area.

7.0 Results

7.1 Historic Properties and NRHP Eligibility

Eighteen properties and resources were surveyed as part of this project. None of the resources were found to have been previously recorded. All of the surveyed properties are recommended not eligible to the National Register of Historic Places. These properties and resources are not associated with significant events or people related to the history of the surrounding area, nor did any of the properties display representative methods of construction or unique architectural features. In addition, the physical or site integrity has been altered or destroyed for all of these resources.

Table I includes a list of those properties surveyed for this project. The table includes the site number, the name or description of the building, the year built, and CDOT's determination of eligibility. The completed inventory forms for each resource are included with this report.

Table I—Properties Surveyed For Historic Status in the Project Area

	Site #	Name/Address	Year Built	CDOT's Determination of Eligibility
1	5LA9864	19810 Hwy 12, Weston, CO	1910	Not Eligible
2	5LA9865	19970 Hwy 12, Weston CO	1930	Not Eligible
3	5LA9866	19990 HWY 12, Weston, CO	1922	Not Eligible
4	5LA9867	20001 Hwy 12, Weston, CO	1890	Not Eligible
5	5LA9868	20011 Hwy 12, Weston, CO	1900	Not Eligible
6	5LA9869	20021 Hwy 12, Weston, CO	1910	Not Eligible
7	5LA9870	20204 Hwy 12, Weston, CO	unknown	Not Eligible
8	5LA9872	20861 Hwy 12, Weston, CO	1938	Not Eligible
9	5LA9873	20901 Hwy 12, Weston, CO	1940	Not Eligible
10	5LA9874	20977 Hwy 12, Weston, CO	1930	Not Eligible
11	5LA9875	20199 Hwy 12, Weston, CO	1920	Not Eligible
12	5LA9876	20201 Hwy 12, Weston, CO	unknown	Not Eligible
13	5LA9877	20350 Hwy 12, Weston, CO	1910	Not Eligible
14	5LA9891	21200 Hwy 12, Weston, CO	1930	Not Eligible
15	5LA9878	Martinez and Medina Ditch	decreed 1864	Not Eligible
16	5LA9879	Stone arch culvert	unknown	Not eligible
17	5LA9880	Double Concrete Steel Pipe Culvert	unknown	Not Eligible
18	5LA9893	Stone headwall/culvert	unknown	Not Eligible

*Eligibility for listing on the NRHP must be deemed significant under one or more of the National Register Criteria, as defined by the National Park Service.

Criterion A – The property is associated with events that have made a significant contribution to the broad patterns of our history.

Criterion B – Properties are associated with the lives of persons significant in our past.

Criterion C – Properties that embody the distinctive characteristics of a type, period, or method of construction, or that represent the work of a master, or that possess high artistic values, or that represent a significant and distinguishable entity whose components may lack individual distinction.

Criterion D – Properties that have yielded, or may be likely to yield, information important in prehistory or history.

5LA9864, 19810 Hwy 12

Assessor's records indicate that this house and other buildings on this property were built around 1930. By this time, the agricultural plaza communities of Medina and Velasquez and the coal mining industry in the region were in decline. This property is not specifically associated with any significant historic events or persons (Criteria A and B) related to the plaza period or the coal-mining period in this region, and does not display distinctive architectural features or construction methods to qualify under Criterion C.

5LA9865, 19970 Hwy 12

Assessor's records indicate that the house was built around 1930, but the house that currently stands on the property appears to have been built more recently. This property was not found to be associated with any significant historic events or persons (Criteria A and B) related to the plaza period or the coal-mining period in this region, and do not display distinctive architectural features or construction methods to qualify under Criterion C.

5LA9866, 19990 Hwy 12

Assessor's records indicate that this house was built in 1922, at a time when the agricultural plaza communities of Medina and Velasquez were in decline and the coal mining industry in the region was beginning to slow down. This property is not specifically associated with any significant historic events or persons (Criteria A and B) related to the plaza period or the coal-mining period in this region, and does not display distinctive architectural features or construction methods to qualify under Criterion C.

5LA9867, 20001 Hwy 12

Assessor's records indicate that this house and outbuildings were built around 1890, at a time when Medina Plaza was still an active agricultural community. Based on its date of construction and its architectural style, it is unlikely that this property was part of the original plaza community. It does not appear to be associated with any significant patterns, events, or individuals related to the plaza period in this community (Criterion A and B), and it does not display the architectural significance to qualify under Criterion C.

5LA9868, 20011 Hwy 12

Assessor's records indicate that this house was built in 1900, during a transitional period when the agricultural community of Medina Plaza was in decline and the coal mining industry was just developing in the region. This property is not specifically associated with any significant historic events or persons (Criteria A and B) related to the plaza period or the coal-mining period in this region, and does not display distinctive architectural features or construction methods to qualify under Criterion C.

5LA9869, 20021 Hwy 12

Assessor's records indicate that this house was built around 1910, during a transitional period when the agricultural plaza community of Medina Plaza was in decline and the coal mining industry was just developing in the region. This property is not specifically associated with any significant historic events or persons (Criteria A and B) related to the plaza period or the coal-mining period in this region, and does not display distinctive architectural features or construction methods to qualify under Criterion C.

5LA9870, 20204 Hwy 12

Assessor's records indicate that this house was built sometime in the early 1940s. The house was reportedly originally located at an unknown setting well away from the Medina Plaza/Primero area, possibly in Los Alamos. It was moved to its present location across the street from the Primero Junior/Senior High School in the 1960s and has been used as a residence for teachers since then. This property is not associated with any significant events or people related to the plaza period or the coal-mining period in this community (Criteria A and B), and does not display any distinctive architectural features or construction methods to qualify under Criterion C. Because it was moved to its present location, its integrity and association with its previous setting has been compromised.

5LA9872, 20861 Hwy 12

Assessor's records indicate that this house was built in 1938, during a time when the plaza communities and coal mining industry in this region were in decline. This property is not specifically associated with any significant historic events or persons (Criteria A and B) related to the plaza period or the coal-mining period in this region, and do not display distinctive architectural features or construction methods to qualify under Criterion C.

5LA9873 20901 Hwy 12

Assessor's records indicate that this house was built in 1940 during a time when the plaza communities and coal mining industry in this region were in decline. This property is not specifically associated with any significant historic events or persons (Criteria A and B) related to the plaza period or the coal-mining period in this region, and do not display distinctive architectural features or construction methods to qualify under Criterion C.

5LA9874, 20977 Hwy 12

Assessor's records indicate that this house was built in 1930. By this time, the agricultural plaza communities of Medina and Velasquez and the coal mining industry in the region were in decline. This property is not specifically associated with any significant historic events or persons (Criteria A and B) related to the plaza period or the coal-mining period in this region, and does not display distinctive architectural features or construction methods to qualify under Criterion C.

5LA9875, 20199 Hwy 12

Assessor's records indicate that this house was built in 1920, at a time when the agricultural plaza communities of Medina and Velasquez were in decline and the coal mining industry in the region was beginning to slow down. This property is not specifically associated with any significant historic events or persons (Criteria A and B) related to the plaza period or the coal-mining period in this region, and does not display distinctive architectural features or construction methods to qualify under Criterion C.

5LA9876, 20201 Hwy 12

Assessor's records indicate that this house was built sometime in the early 1940s and was reportedly originally located at an unknown setting well away from the Medina Plaza/Primero area, possibly in Los Alamos. It was moved to its present location across the street from the Primero Junior/Senior High School in the 1960s and has been used as a residence for teachers since then. This property is not associated with any significant events or people related to the plaza period or the coal-mining period in this community (Criteria A and B), and does not display any distinctive architectural features or construction methods to qualify under Criterion C. Because it was moved to its present location, its integrity and association with its previous setting has been compromised.

5LA9877, 20350 Hwy 12

Assessor's records indicate that this house was built in 1910. The current property owner stated that the house was moved from the coal mining community of Primero, located up Smith Canyon. Primero was one of the original company coal mining towns established by the Colorado Fuel and Iron Company in 1901. Sometime before 1942 the house was reportedly moved to its current location. Based on information from the current owner, the house has functioned as single family dwelling since its original construction. This house is not associated with any significant events or people related to the plaza period and its association with the original coal mining town of Primero has been impacted by its relocation and alterations (Criteria A and B). In addition, the house does not display any distinctive architectural features or construction methods to qualify under Criterion C.

The adobe shed on this property was probably built sometime in the 1920s or 1930s. The current owner at 20350 Hwy 12 said that this shed was standing on the property when she moved here in the early 1940s. The shed features some of the characteristics (e.g., gabled or hipped roofs) of the territorial adobe architecture built throughout the Purgatoire River Valley in the 1920s and 1930s outside the coal mining camps. However, it is not specifically associated any significant events or people related to the plaza period or the coal mining period in the region's history (Criteria A and B). In addition, the shed does

not display distinctive architectural features of construction methods to qualify under Criterion C and deterioration has compromised its physical integrity.

5LA9878, Martinez and Medina Ditch—The Martinez and Medina Ditch was filed and first put to use in January 1864. The ditch appears to have been used to irrigate farms and later hay fields in the local community of Medina Plaza. Today it is used in part to irrigate the athletic field at the Primero Junior/Senior High School. Its head gate is on the Purgatoire River about 1.8 miles upstream from the Primero Junior/Senior High School. The ditch terminates about .2 miles east of the school. The ditch is about 10-12 inches wide at the bottom of the channel and about 18 inches wide at the top. The segment that was surveyed for the purposes of this project consists of a 250-foot concrete channel that runs along the south side of State Highway 12 near the Primero Junior/Senior High School.

Although the ditch dates back to the early settlement of Medina Plaza, there is no historical evidence to indicate that it was associated with any significant events or people related to the plaza period or the coal-mining period in the region's history. Thus, it does not qualify for eligibility under Criterion A or B. The ditch also does not exhibit the technological or engineering significance to qualify under Criterion C. Portions of the ditch are earthen or stone, but in some places the channel is concrete, indicating that the original ditch was modified and its physical integrity has been compromised.

5LA9879, stone arch culvert— The original structure appears to have been a small stone arch culvert that was widened sometime in the mid-1930s by the Works Progress Administration (WPA), which completed a variety of road improvements along State Highway 12 at that time. Relative to Criterion A and B, there is no documentation to indicate that this culvert is associated with any significant trends or individuals in the history of the local region and it does not span an important waterway or crossing. The original stone arch structure is largely obscured by the 1930s modifications, and the modifications themselves are in a somewhat deteriorating state on the inlet (north) side of the structure. In addition, although this culvert features a WPA stamp on its guardrail and the representative stone masonry construction associated with the WPA, the significance of the culvert relative to Criterion C is not as strong as other WPA structures in this region—such as the Burro Canyon or Zaracillo Canyon bridges.

5LA9880, double concrete steel pipe culvert — The construction date for this culvert is unknown, although the stone masonry work indicates that it was probably constructed sometime in the mid-1930s by the Works Progress Administration (WPA), which completed a variety of road improvement projects along State Highway 12 at that time. Relative to Criterion A and B, there is no documentation to indicate that this culvert is associated with any significant trends or individuals in the history of the local region, and it does not span an important waterway or crossing. In addition, although this culvert features some of the representative stone masonry construction associated with the WPA, the significance of the culvert relative to Criterion C is not as strong as the known WPA structures in this region—such as the Burro Canyon or Zaracillo Canyon bridges. In

addition, the original headwall appears to have been replaced with the current concrete headwall indicating that its physical integrity has been compromised.

5LA9893, Culvert and stone headwall — The construction date for this culvert is unknown, although the stone masonry work indicates that it was probably built sometime in the mid-1930s by the Works Progress Administration (WPA), which completed a variety of road improvement projects along State Highway 12 at that time. Relative to Criterion A and B, there is no documentation to indicate that this culvert is associated with any significant trends or individuals in the history of the local region, and it does not span an important waterway or crossing. In addition, although this culvert features some of the representative stone masonry construction associated with the WPA, the significance of the culvert relative to Criterion C is not as strong as the known WPA structures in this region —such as the Burro Canyon or Zaracillo Canyon bridges.

5LA9891, 21200 Hwy 12

Assessor's records indicate that this house was built around 1930. By this time, the agricultural plaza communities of Medina and Velasquez and the coal mining industry in the region were in decline. This property is not specifically associated with any significant historic events or persons (Criteria A and B) related to the plaza period or the coal-mining period in this region, and does not display distinctive architectural features or construction methods to qualify under Criterion C.

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Electronic Resources

<http://www.highwayoflegends.org/>

Interviews

Telephone Interview with Danny Marques, Water Commissioner, Division 2, Water District 19.

Telephone Interview with Gene Morris, National Archives, December 2001.

Oral Interview with Madeline Marques, Property Owner, October 2001.

Telephone Interview with Alan Bachoroski, Local Historian, October 15, 2001.

Extra

MEMORANDUM

DEPARTMENT OF TRANSPORTATION

4201 East Arkansas Avenue
Denver, Colorado 80222
(303) 757-9011



TO: Hank Humphreys
Judy DeHaven

FROM: Lisa Schoch, Environmental Programs

DATE: January 24, 2002

RE: History Clearance for Project STA 012A-034, Weston-East, State Highway 12, Las Animas County,

The State Historic Preservation Office (SHPO) reviewed the Determination of Eligibility and Effects for Project STA 012-034, which involves realignment, widening, replacement of drainage and irrigation structures, relocation of power lines, and resurfacing from milepost 51.66 to milepost 53.73 on State Highway 12. The SHPO concurred with CDOT's determinations of eligibility for the following resources located in the project area:

	Site #	Name/Address	Estimated Year Built	CDOT's Determination of Eligibility
1	5LA9864	19810 Hwy 12, Weston, CO	1910	Field Not Eligible
2	5LA9865	19970 Hwy 12, Weston CO	1930	Field Not Eligible
3	5LA9866	19990 HWY 12, Weston, CO	1922	Field Not Eligible
4	5LA9867	20001 Hwy 12, Weston, CO	1890	Field Not Eligible
5	5LA9868	20011 Hwy 12, Weston, CO	1900	Field Not Eligible
6	5LA9869	20021 Hwy 12, Weston, CO	1910	Field Not Eligible
7	5LA9870	20204 Hwy 12, Weston, CO	unknown	Field Not Eligible
8	5LA9872	20861 Hwy 12, Weston, CO	1938	Field Not Eligible
9	5LA9873	20901 Hwy 12, Weston, CO	1940	Field Not Eligible
10	5LA9874	20977 Hwy 12, Weston, CO	1930	Field Not Eligible
11	5LA9875	20199 Hwy 12, Weston, CO	1920	Field Not Eligible
12	5LA9876	20201 Hwy 12, Weston, CO	unknown	Field Not Eligible
13	5LA9877	20350 County Road 41.7	1910	Field Not

		Weston, CO		Eligible
14	5LA9891	21200 Hwy 12, Weston, CO	1930	Field Not Eligible
15	5LA9878	Martinez and Medina Ditch	decreed 1864	Field Not Eligible
16	5LA9879	Stone arch culvert	unknown	Field Not eligible
17	5LA9880	Double Concrete Steel Pipe Culvert	Unknown—probably mid-1930s	Field Not Eligible

The SHPO also concurred with CDOT's finding that current construction plans would result in no historic properties affected.

Clearance to proceed is recommended. If the design plans change, please contact us so we can re-evaluate the clearance. I have attached a copy of the SHPO's original letter for your files.

Cc: File/CF/RF